<u>In the Claims</u>:

Claims **1 to 12** (canceled).

13. (new) A method for synchronizing the position (LH) of the steering handle and the steering angle (LW) which has been set at the steered vehicle wheels (1) for steering with a relationship function which can be set between the handle position (LH) and the steering angle (LW) by means of an open-loop or closed-loop control device (13; 18), wherein after the activation of the open-loop or closed-loop control device (13; 18) which follows nonoperation of the open-loop or closed-loop control device (13; 18) the instantaneous handle position (LH) and the instantaneous steering angle (LW) are compared taking into account the instantaneously set relationship function, and in the case of a deviation (S) in position a relative adjustment is carried out in order to reduce the deviation (S) in position between the handle position (LH) and the steering angle (LW), characterized in that the relative adjustment takes place only if after or during the activation of the open-loop or closed-loop control device (13; 18), an interrogation criterion is fulfilled in addition to the deviation (S) in position.

14. (new) The method as claimed in claim 13, characterized in that, in particular in the case of a vehicle longitudinal velocity which is lower than a predefinable velocity threshold value, the relative adjustment takes place only while the steering handle (8) is being moved manually by the driver.

15. (new) The method as claimed in claim 13, characterized in that the relative adjustment takes place in an incremental cyclical fashion, in particular in the case of a vehicle longitudinal velocity which is higher than a predefinable velocity threshold value, and one adjustment step is carried out per adjustment cycle until the deviation (S) in position is approximately zero.

16. (new) The method as claimed in claim 15, characterized in that the reduction in the deviation (S) in position per adjustment cycle is limited to, or defined as, a predefined percentage of the respective current deviation (S) in position.

17. (new) The method as claimed in claim 13, characterized by the definition of an adjustment time period after whose expiry the deviation (S) in position has to have reached a value which in absolute terms is less than or equal to a predefined deviation threshold value.

18. (new) Method as claimed in claim 13, characterized in that the relative adjustment takes place with a synchronization speed at the steered vehicle wheels (1) which is predefined or limited to a maximum value.

19. (new) The method as claimed in claim 13, characterized in that in the case of a vehicle longitudinal velocity which is less than a predefinable velocity threshold value, the relative adjustment takes place only if the direction of the change in the handle position corresponds to the direction in which the relative adjustment is to take place.

20. (new) The method as claimed in claim 13, characterized in that after the control device (13) has been activated the setpoint position (LH_{soll}) of the steering wheel (8) which corresponds to the instantaneous steering angle (LW) for the instantaneously set steering transmission ratio is determined, wherein the deviation (S) in position results from the difference between the instantaneous handle position (LH_{ist}) and the setpoint handle position (LH_{soll}).

21. (new) The method as claimed in claim 13, characterized in that the relative adjustment takes place as a function of parameters.

22. (new) The method as claimed in claim 21, characterized in that the relative adjustment takes place as a function of

a manual force which is effective at the steering wheel (8)
and/or of the instantaneous deflection of the steering
wheel (8) out of its normal position corresponding to the
straight-ahead position of the steered vehicle wheels (1)
and/or of the instantaneous deflection of the steered
vehicle wheels (1) out of their straight-ahead position
and/or of the absolute value of the deviation (S) in
position and/or of a variable which characterizes the
lateral dynamics or longitudinal dynamics of the vehicle
and/or of the longitudinal velocity of the vehicle and/or
of time.

23. (new) A device for carrying out the method as claimed in
claim 13, having means (11; 19) for determining the
position (LH) of a steering wheel (8) of a vehicle, having
means (12; 20) for determining the steering angle (LW) of
the steered vehicle wheels (1) and having an open-loop or
closed-loop control device (13; 18) for setting the
steering angle (LW) as a function of the position (LH) of
the steering wheel (8) and a relationship function which
can be set between the handle position (LH) and the
steering angle (LW), wherein after the open-loop or closed-
loop control device (13; 18) has been activated following
nonoperation it compares the instantaneous handle position
(LH) and the instantaneous steering angle (LW) taking into
account the instantaneously set relationship function
between the handle position (LH) and steering angle (LW),
and in the case of a deviation (S) in position it carries

out a relative adjustment in order to reduce the deviation
(S) in position between the handle position (LH) and the
steering angle (LW), characterized in that the relative
adjustment takes place only if, after or during the
activation of the open-loop or closed-loop control device
(13; 18), an interrogation criterion is fulfilled in
addition to the deviation (S) in position.

[REMARKS FOLLOW ON NEXT PAGE]